

Final Report | 12.7.23



**WALK
DUNSTABLE**

safer streets for all in Dunstable Town Center

**Presented by the Northern Middlesex Council of Governments
to the Dunstable Select Board, 12.7.23**



Acknowledgements

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This plan would not be possible without the support of the Town of Dunstable.

Town of Dunstable

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Isabel Emmet, AICP, Regional Land Use Planner II

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Introduction

In 2023 the Town of Dunstable was awarded an AARP micro grant to study walkability in Dunstable Town Center. Working with the Northern Middlesex Council of Governments (NMCOG), the Town led a series of walk audits to study walking conditions within Dunstable Town Center. Participants observed and evaluated the experience of getting around on foot in the project area, identified destinations that should be accessible by walking, and shared information about unofficial pathways that could be improved as sidewalks. This report provides a community-informed roadmap for future improvements and as a basis for applying for grant funding for implementation.

Walk Audits have become an established practice in recent years, typically completed as part of Safe Routes to School Projects, AARP-funded and senior-focused studies, and broader mobility studies in communities across the country as a way of assessing the walking environment for safety, access, comfort, and convenience. For Walk Dunstable, the walk audits were also a means by which to explore the relationship between the pedestrian environment in the Town's historic center and adjacent land uses and destinations. While primarily funded by the AARP, Walk Dunstable is intended to address walkability issues for residents and visitors of all ages.

Roughly 25 participants from a wide range of backgrounds participated in the audits, including:

- Town elected officials;
- Residents, particularly seniors through the Council on Aging;
- Volunteers from the Safe Pathways Committee, a Town committee founded in the 2010s to focus on creating new pedestrian and bicycling paths in town; and
- Town staff from Administration, Police, Council on Aging, and Highway departments.

The walk audits were conducted in August, September, and October 2023 in the Town Center. DIY audit materials were available to any residents unable to attend the public walk audits, however no materials were returned to the Town through this opportunity.

Location and History

Town Center is the civic, commercial, and educational heart of Dunstable. It includes Town Hall, the Swallow Union Elementary School, Dunstable Free Public Library, the Town Green and Gazebo, a place of worship, several commercial enterprises, and a small restaurant. Additionally, the Town is conducting a planning study to identify adaptive reuse opportunities for the historic Union School Building; eventual reuse of the building could potentially draw more residents and visitors to Town Center.

Walk Dunstable studied walkability in Dunstable Town Center, focusing on Main Street between Town Hall and Dunstable Free Public Library, and Pleasant Street between its intersection with Main Street and Pond Street. This project area was selected because it features a blend of uses described above—commercial, civic, institutional, educational, and residential—which would benefit from improved walkability. It also is the location of the Dunstable Center Historic District, which is listed on the National Register of Historic Places.



Until the completion of the MassDOT Route 113 Project, the walkability of Town Center was extremely limited. Completed in 2023, the Route 113 Project roadway improvements introduced a new, accessible sidewalk along portions of Main Street and improved crosswalk conditions between Town Hall and parcels south of Main Street (particularly to the Swallow Union Elementary School).

A short granite slab sidewalk is located at the William Dunn House at 1



Pleasant Street¹. This sidewalk was described by participants as the Town’s oldest sidewalk and an important historic feature, despite not meeting accessibility standards. Areas along Pleasant Street feature a lack of curbs and/or informal sidewalks, as the locations double as off-street parking. Finally, a narrow informal sidewalk runs the length of Highland Street and terminates at Main Street, where it crosses Highland and Main to reach the Dunstable Free Public Library.

Throughout the 2010s, the Town’s Safe Pathways Committee endeavored to improve walkability across Dunstable; within Town Center this included engaging in the Route 113 Project, studying the feasibility of constructing a sidewalk between the Town Hall and the Dunstable Free Public Library, and creating a formal path between the end of Highland Street and High Street across a strip of publicly-owned land. These projects are included throughout this report as key next steps in expanding the new sidewalks created through the Route 113 Project to connect to additional destinations in Town Center.

Walk Audits

Three walk audits were completed through Walk Dunstable:

- Staff and Stakeholder Audit (8/30)
- Senior-Focused Walk Audit (9/13)
- Community Meeting and Walk Audit (10/4)

The walk audits allowed participants to experience walking conditions in Town Center firsthand, share perspectives and stories with each other and project staff, learn about best practices for improving walk safety, and identify and build consensus around potential solutions to challenging walking conditions.

Participants were provided maps and comment forms with questions to facilitate conversation and note-taking during the audits (see Appendix D). As part of the discussion at each audit, participants were invited to comment on their observation of motorist behavior as seen during the walk and during prior experiences. Additional topics covered during discussions included observations of existing conditions, problem areas



Participants of the 8/30/23 walk audit navigate Pleasant Street.

¹ Date unknown, however the William Dunn House was constructed ca. 1850. Dunstable Center Historic District, National Register of Historic Places Registration Form (2018).

and issues, and potential recommendations. Participants were also encouraged to provide feedback on what features or streetscape elements were important to them.

Report Overview

This Walk Dunstable Report includes the following sections.

- **Walk Audit Summary:** A brief narrative summarizing the conclusions of the walk audits, observed assets and destinations, and opportunities for improvement.
- **General Recommendations:** Common issues identified by participants across the audits, along with recommendations for best practice design solutions. These best practices are consistent with transportation design guidance found in the Town of Dunstable's Complete Streets Prioritization Plan. Where possible, potential funding sources for these recommendations are identified.

In conjunction with the research completed by the Safe Pathways Committee and as part of the Town's Complete Streets Prioritization Plan, these recommendations would create an active pedestrian network within Town Center that creates a stronger sense of place, visually defines the historic district, encourages a "park once" mentality for visitors to Town Center, and promotes walking as part of a healthier lifestyle for all Dunstable residents and visitors.

WALK DUNSTABLE AUDIT SUMMARIES

Walk audits were conducted on August 30, September 13, and October 4 of 2023, with a total of approximately 25 individuals participating across the three audits. Participants were encouraged to consider infrastructure changes that would facilitate safer, more regular pedestrian activity, as well as other features, programs, and policies that could encourage safe behavior by motorists and pedestrians and better define the Town Center as a walkable destination.

The audits were structured to include pre- and post-walk discussion where participants identified potential and observed barriers to safe walking and biking, discussed potential design and programming solutions, shared their experiences of getting from place to place on foot in Town Center, and noted locations of informal pathways or cut-throughs that could be considered as future walking links to local destinations. Participants in all audits focused on the defined project area of Main Street and Pleasant Street. Overall, the principal barriers to walking and bicycling that were identified in the walk audits included a general lack of sidewalks and defined crosswalks, along with vehicular speed at critical intersections.



Participants at the 9/13/23 senior-focused walk audit.

“Lack of sidewalks and safe crossing locations make this area unsafe for walking. Areas that were particularly unsafe were crossing 113 near 1 Pleasant and crossing to the playground from the Farmhouse Café and the Police Station.”

Additionally, participants noted that Town Center is safe and beautiful, just not for pedestrians. In areas lacking sidewalks, participants noted the presence of multiple trip hazards, uneven roadway shoulders, and encroaching tree branches and other landscaping that risk pushing pedestrians into high speed traffic. Additional issues and barriers are identified on the following page.

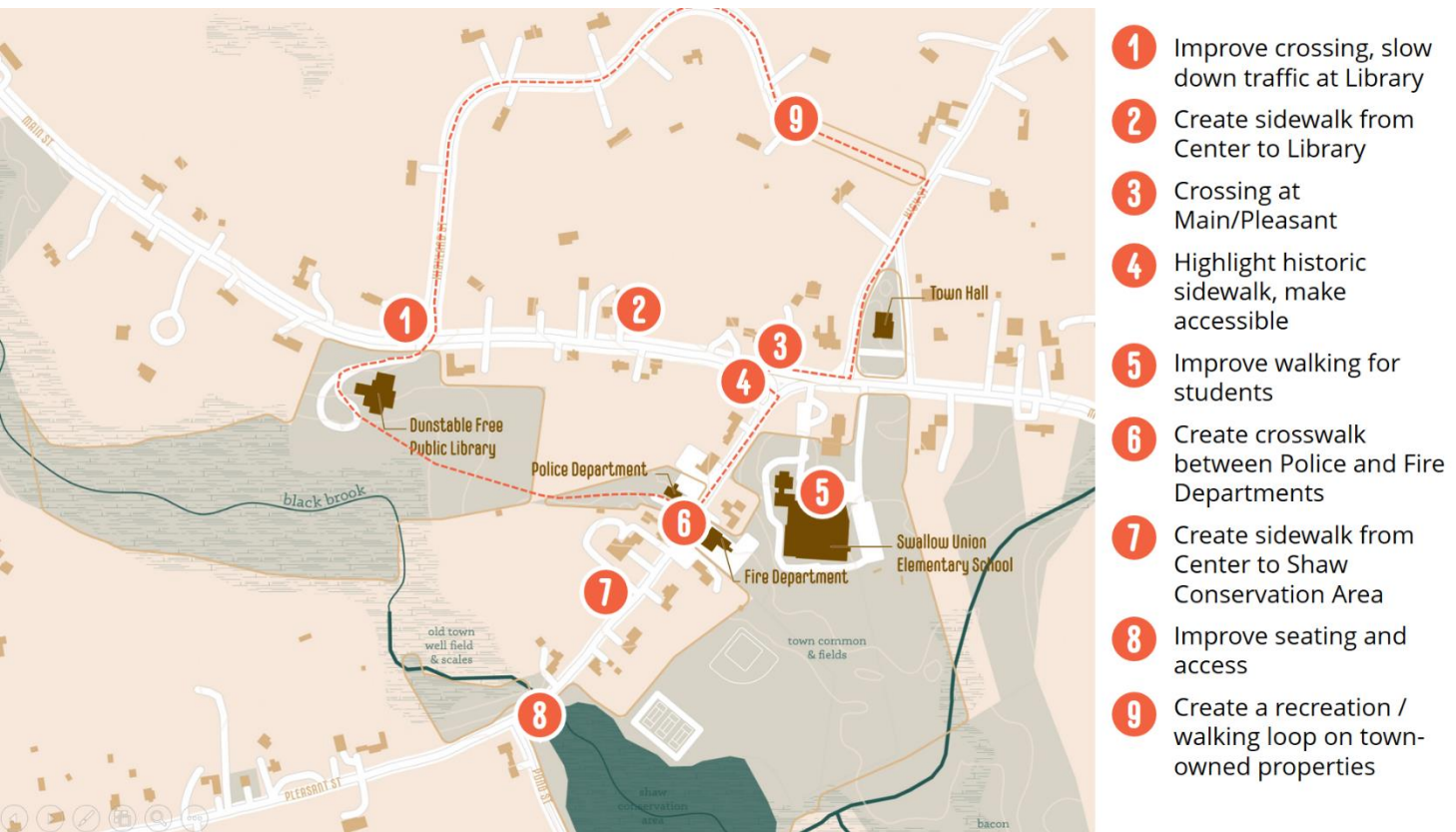
However, participants also noted real opportunities for providing walkability in Town Center without sacrificing the project area’s rural character. There was a shared enthusiasm for creating a sense of arrival and highlighting historic Town Center, and equal excitement over the prospect of creating walking loops via currently informal pathways and providing pedestrian access to recreation areas.

Additionally, a number of important goals for Walk Dunstable emerged throughout the audits:

- Identify ways to enable people to “stop once” in the Town Center and get around without having to drive.
- Inspire development of safe streets for all users
- Increase exercise opportunities for people of all ages
- Help reduce traffic congestion and pollution while increasing safety
- Create a sense of place and arrival by visually defining the streetscape in Town Center

Discussions on how to achieve these goals led to a number of suggestions for opportunities to explore, a summary of which is provided below. The Recommendations section provides additional details, along with potential funding sources for more immediate implementation.

General recommendations from participants of actions that can be taken to meet these goals include reducing traffic speed, improving safety and visibility of crosswalks, connecting crosswalks directly to paths and sidewalks, creating a full walking network in Town Center, and using pedestrian improvements to better define the historic Town Center, thereby building a sense of place.



RECOMMENDATIONS

The ideas and suggestions collected during the three walk audits can be organized into several themes related to improving the walkability of Town Center.

- Access and Safety
- Roadway Crossings
- Formalizing Pathways
- Gateways and Wayfinding

The basic elements of a connected, safe, and comfortable walking environment includes accessible sidewalks, safe crossings of roadways, a completed pedestrian network for mobility and recreation, and a welcoming environment with clear gateways and navigation. This can be accomplished while maintaining a historic, rural feel to a community—and can even complement this sensibility—through careful materials selection, visually consistent signage, and sensitivity to the design of additional features such as lighting fixtures and benches.

“Having sidewalks from the center of town down to the library on Main Street and down Pleasant Street to Pond Street would greatly improve the walkability of the area. It would also define and update the town center as well as improve safety for pedestrian traffic.”

The findings and recommendations in this section highlight changes to roadway design elements that will enable and encourage pedestrian accessibility and connectivity to be improved throughout Town Center for individuals of all ages. These changes may subtly shift the burden of responsibility for traffic safety toward drivers by encouraging slower speeds and requiring that drivers yield to pedestrians—behavior that is appropriate while passing through a historic center of a community. This may include making the presence of pedestrians more visible and trading some of the right of way (shoulders, excessively wide travel lanes, or a reduction of lawn area) for safer sidewalks and crosswalks.

Dunstable is a Tier 3 participant in the MassDOT Complete Streets Program, and as such is eligible to apply for the highest level of funds for project implementation—this includes construction funding up to \$500,000 for projects identified in the Town’s Complete Streets Prioritization Plan. Implementation of design recommendations for standard roadway design elements should be implemented in a manner consistent with the Town of Dunstable’s Complete Streets Guidance. See Appendix C for the Town’s Complete Streets Prioritization Plan.

Access and Safety

The ability to walk safely and comfortably is largely dependent on a community’s roadway design. In the Town Center, providing a sidewalk on at least one side of the street

throughout the project area is essential, as is the accessible design of the sidewalks. Notably, throughout the walk audits, seniors were the participants most interested in expanding walkability in Town Center, which places an additional imperative on appropriate sidewalk widths, accessible curb ramps, and minimal sidewalk obstructions.

To ensure that anyone can travel independently throughout the Town Center, accessible sidewalks must connect to safe crossings. Where sidewalks do not yet exist on local roads, vehicular traffic should be calmed to travel at 20 miles per hour or less to ensure safe walking conditions.

Existing conditions:

- Gaps in the sidewalk network and large expanses of roadway with no sidewalks at all.
- Narrow sidewalks that do not meet accessibility standards and make walking side-by-side or with a stroller or wheelchair difficult, if not impossible.
- Missing, damaged, and inconsistent provision of curb ramps and crosswalk markings. Ramps enable people with disabilities to safely cross at intersections; without them pedestrian behavior can be less predictable.
- Wide turning or curb radii at street corners. This is generally provided for the convenience of vehicles, but increases crossing distances for pedestrians, allows vehicles to turn at higher speeds, and reduces visibility of pedestrians attempting to cross.
- Ill-defined shoulders or potential sidewalk areas. There are wide areas along Pleasant Street where there is minimal visual transition between the roadway and off-street parking areas.

Recommendations:

- Provide accessible sidewalks with a minimum width of four feet (five feet preferred) on at least one side of the road within the project area: Main Street between the new sidewalk at Town Hall and the Dunstable Free Public



The new sidewalk ends abruptly before the Pleasant and Main Street intersection



Areas of Pleasant Street blend directly into surface parking.



Sidewalks should be extended down Main Street to the Library.

Library, and Pleasant Street from its intersection with Main Street down to Pond Road.

- **Priority area:** resume the Safe Pathways Committee’s study to introduce a sidewalk between High Street, through the Pleasant Street and Main Street intersection, and down to Highland Street and the Dunstable Free Public Library (see Appendix A). This project is ranked as #1 on the Town’s Complete Streets Prioritization Plan, and as such may be eligible for up to design and construction funding under the MassDOT Complete Streets funding.
- **Priority area:** Research the history of the granite slab sidewalk at 1 Pleasant Street and the Dunstable Horse Watering Trough; construct an adjacent sidewalk and redesigned intersection at Main and Pleasant Streets that highlights these historical features. By introducing an accessible sidewalk at this location and along Main Street toward the Library, a safe crosswalk can be installed at Main and Pleasant Street to extend pedestrian access through other areas of Town Center. This project may be eligible for funding through the Massachusetts Preservation Projects Fund (MPPF), through which the Massachusetts Historical Commission distributes funding to municipalities and nonprofit organizations across the Commonwealth. The MPPF is a state-funded 50% reimbursable matching grant program that supports the preservation of properties, landscapes, and sites listed in the State Register of Historic Places. Matching funds may be provided through Dunstable’s Community Preservation Act funding.
- Reduce curb radii to shorten crossing distances, reduce the speed of turning vehicles, and facilitate the appropriate placement of ramps and crosswalks (e.g., intersection of Pleasant and Main, Pond Street). This was effectively accomplished at the intersection of High Street and Main Street as part of the Route 113 Project.



Explore ways to preserve and highlight the Town’s oldest sidewalk as a contributing element to the Historic District while also constructing an accessible sidewalk.



The guardrail along the Shaw Conservation Area presents a significant barrier to even informal pedestrian activity, and the large curb radius further exacerbates walkability issues.

- **Priority area:** eliminate the highway guardrail at the corner of Pond and Pleasant Streets as a fixture incompatible with the character of Town Center and as a barrier to informal walking activity along the north edge of the Shaw Conservation Area. In the short-term, the curb radius on Pond Street can be reduced using inexpensive materials such as paint and planters to create a safe area for pedestrians at the intersection.
- Incorporate traffic calming measures at key locations along Main and Pleasant Streets to reduce motor vehicle speeds until funding becomes available for sidewalk design and construction.

Roadway Crossings

Marked crosswalks help drivers and pedestrians understand where crossing movements can be expected; they can be particularly helpful at midblock locations. Well-designed crosswalks are essential to increasing accessibility, connectivity, and safety for pedestrians. The choice of markings, designs, signage, signaling, lighting, and other elements are critical in managing safety, behavior, and expectations. In general, more markings and greater levels of control are warranted as vehicle speeds and volumes increase (especially if vehicle speeds are regularly in excess of the posted speed limit).

Existing conditions:

- New crosswalks provided required and appropriate markings, however old crosswalk markings were often worn away or nonexistent.
- There are few high-visibility crosswalks (e.g., with a striped ladder or cross-hatching pattern).
- There are no signalized or controlled crossings in Town Center.

Recommendations:

- Marked crosswalks should be at least 10 feet in width, especially at the intersection of Main and Pleasant, Main and Highland, and Pleasant and Pond.
- High visibility crosswalks should be installed on Main and Pleasant Streets when connecting new or existing sidewalks.



The crosswalk between Highland Street and the Dunstable Free Public Library was recently paved over and never repainted; nonetheless, an inadequate curb ramp directs pedestrians to cross over a drain, presenting significant accessibility issues.

- Crosswalks, curb ramps, and accessible path of the sidewalk should be aligned to provide a straight path for pedestrians. Crosswalks should not cross at a drain.
- Install accessible curb ramps on all new sidewalks and any improved sidewalks at intersections and mid-block crossings.
- Provide accessible curb ramps in each direction where a crossing is possible; one diagonal curb ramp on a corner can result in less predictable pedestrian behavior.



Crosswalks installed as part of the Route 113 Project should be the new baseline standard for future crosswalks in Town Center.

- **Priority area:** as new sidewalks are introduced, a new crosswalk, and potentially a complete redesign of the intersection at Pleasant and Main Streets should be prioritized (project 12 in the Complete Streets Prioritization Plan). This intersection presents the single largest barrier to connecting key destinations in the south side of Town Center to Town Center’s civic and educational areas. To ensure pedestrian safety, if the intersection is not redesigned a raised crosswalk should be installed to increase pedestrian visibility and reduce vehicle speeds.
- Install curb extensions (bulb outs) at new crosswalks, particularly at Highland Street and the Library and near Pond Street to reduce pedestrian crossing distances, increase the visibility and sightlines of pedestrians, and reduce vehicle speeds.



Example: Curb extensions reduce crossing distance at crosswalks and increase pedestrian visibility for motorists. *Source: AARP Walk Audit Toolkit.*

Formalizing Pathways

During discussions with walk audit participants, a number of routes used as informal pathways emerged as potential locations where the Town could introduce paved, accessible pathways or trails. While presently unmarked, formalizing these pathways would provide improved connectivity between key destinations in Town Center and create loops and routes that could be used for exercise and recreation.

Existing Conditions

- An unpaved informal connection is located between the terminus of Highland Street and High Street (near Town Hall). This town-owned strip of land is considered an emergency access road, but frequently used for exercise, dog walking, and as a short-cut to Town Hall by Dunstable residents.
- A significant proportion of land within Town Center is publicly owned, and while frequently used for recreation and pedestrian activities, is lacking pathways or trails.

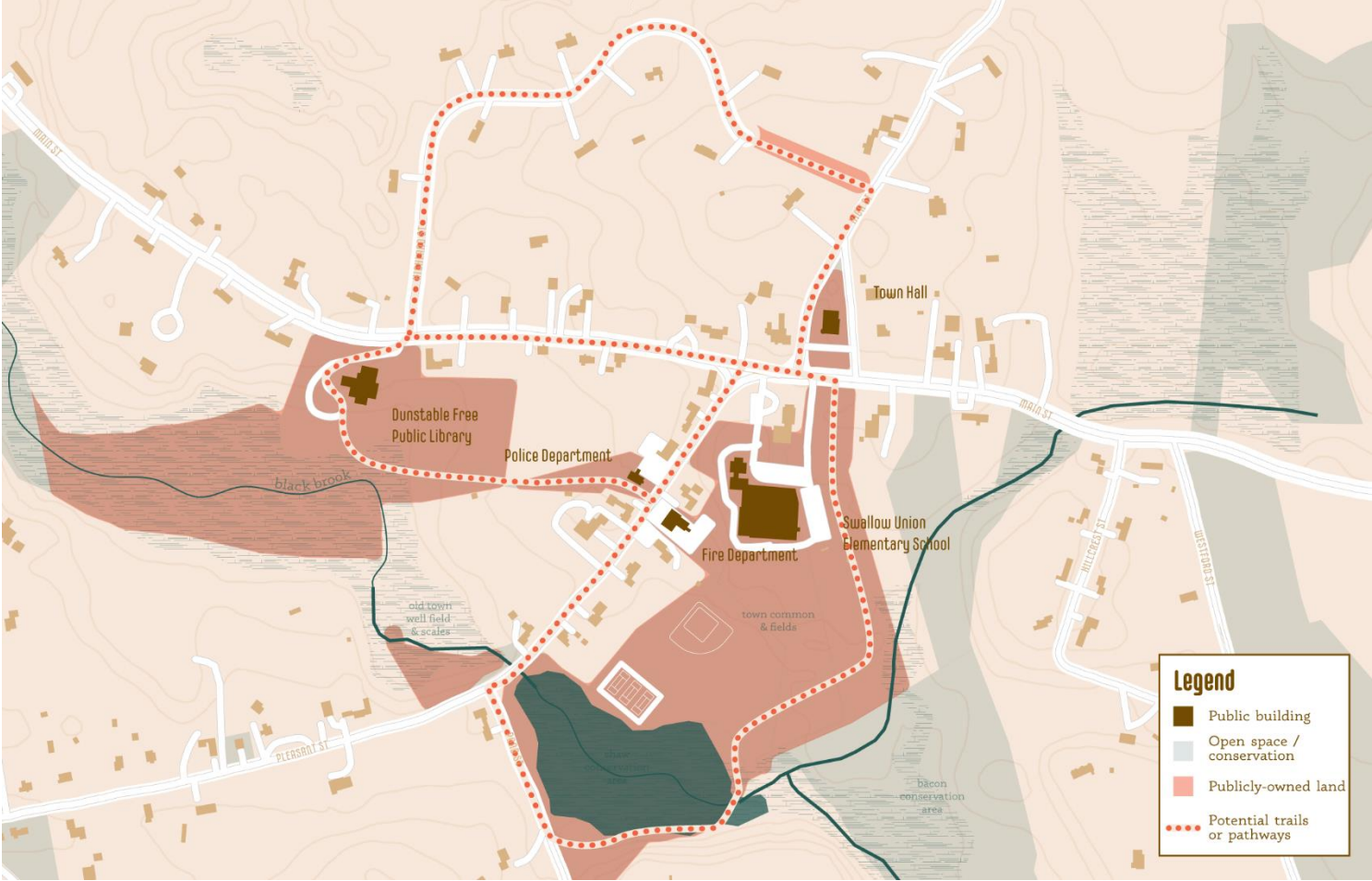


View of the emergency access road linking Highland Street with High Street, taken from High Street. While not legible in this photo, the sign reads: "Emergency vehicles only".

Recommendations

- Create a pathway network across publicly-owned lands within Town Center to formalize existing pathways and provide safe and accessible recreational opportunities that connect residents and visitors with key destinations. See the map below for potential routes.
 - **Priority area:** create an accessible path between Highland Street and High Streets along the existing emergency vehicle access road. This can be accomplished without sacrificing emergency vehicle access, as is done in rail-trail projects across the Commonwealth. MassTrails Grants are a popular funding source for this type of improvement; grant awards are dependent on project type, but run up to \$100,000 for recreational trails projects. While MassTrails Grants require a 20% local match, this match may be provided through a municipality's Community Preservation Act funding.
 - **Priority area:** set the stage for future pathway creation by conducting a feasibility study to explore appropriate routes for long-term implementation of a Town Center trail network on publicly-owned land. This, too, is an eligible

activity under MassTrails funding and can be matched by local Community Preservation Act funds.



○

Gateways and Wayfinding

Gateway treatments are visual and physical features that communicate to drivers that they are entering new environments or cherished places. They alert users of a change in the roadway environment, influence driver behavior, and can reduce speeds through traffic calming. Participants in walk audits frequently mentioned high driver speeds (in excess of the posted 25 miles per hour speed limit) within Town Center.

Similar to gateway treatments, wayfinding provides information about a person’s current location, distance to destinations, and indicates possible routes from their current locations. Good signs can also encourage people to walk or bike by providing information on the time and distance to major destinations. Wayfinding can also be used to highlight historic attractions or features.

Existing conditions:

- Key gateways to Town Center are at the Central Cemetery on Main Street, at the Dunstable Free Public Library on Main Street, and at the Shaw Conservation Area at Pond and Pleasant Streets. These locations, or “entry points”, present an opportunity to transition vehicles from fast through-traffic to slower, in-town behavior.
- The intersection of Main and Pleasant provides few visual or physical cues to communicate to visitors that they have arrived at the center of Town.
- There is minimal signage other than a Dunstable Town Center Historic District sign that alerts motorists to the Town Center area.
- Signage throughout Town Center lacks a consistent, uniform appearance.

Recommendations:

- Identify vertical cues that can suggest a gateway or transition, such as sculptures, public art, decorative planters, special lighting fixtures, or banners.
 - **Priority area:** remove the highway-style guard rail at the Shaw Conservation Area. As a typical highway feature, this signals a high-speed traffic area in direct contrast to the posted 25 miles per hour speed limit, and is inconsistent with the historic character of the Town Center. Work with the Conservation Commission to identify appropriate gateway elements to install at the Shaw Conservation Area in place of the guardrail.
 - **Priority area:** work with local Scout troops to upgrade benches at the Shaw Conservation Area, introduce other elements like picnic benches as appropriate.
 - **Priority area:** Remove old or outdated signage. A sign removal and maintenance plan is as important as installing a wayfinding system to avoid visual clutter.
- Install traffic calming features to slow motorists as they enter key gateways to Town Center, such as curb extensions, planters, and dark sky compliant lighting.



The guardrail at Shaw Conservation Area signifies higher-speed traffic areas and presents a barrier to pedestrian activity and use of the open space.

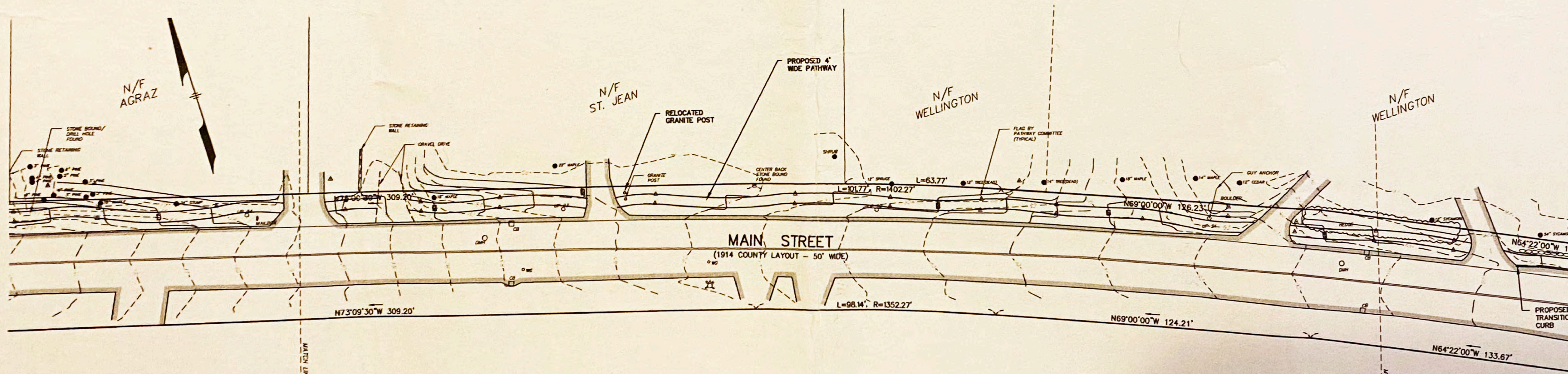
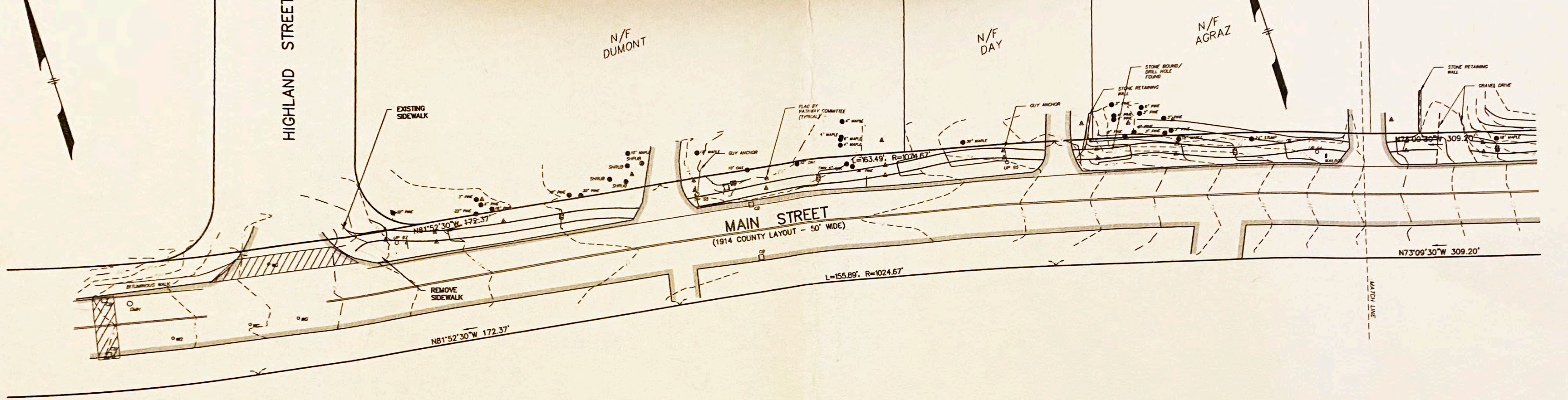


Benches are an attractive feature at Shaw Conservation Area; existing benches are in need of some maintenance.

- Develop a wayfinding system that is simple, consistent, and intuitive for all users. Within Town Center, signs should direct visitors and residents along the preferred routes to local destinations.
 - Identify the best walking routes to various destinations throughout Town Center. As new pathways are formalized, these may be different than driving routes.
 - Show desired destinations within walking distance.
 - Remind drivers to expect people walking on roadways and sidewalks.
 - Provide information about the location of parking.

APPENDIX A:

Safe Pathways Main Street Sidewalk Design



NOTES:

- 1.) ELEVATIONS REFER TO THE NGVD OF 1929. STARTING BENCHMARK-TOP RIVET FRONT STEPS OF THE CARLISLE TOWN LIBRARY ELEVATION=202.17'.
- 2.) LINES DIVIDING INDIVIDUAL OWNERSHIP WERE TAKEN FROM THE TOWN OF DUNSTABLE PROPERTY MAP 17.
- 3.) THE LOCATION OF MAIN STREET WAS ESTABLISHED BY AN ON THE GROUND SURVEY.

UTILITY NOTE:

ALL UNDERGROUND UTILITIES SHOWN HERE WERE COMPILED ACCORDING TO AVAILABLE RECORD PLANS FROM VARIOUS UTILITY COMPANIES AND PUBLIC AGENCIES AND ARE APPROXIMATE ONLY. ACTUAL LOCATIONS MUST BE DETERMINED IN THE FIELD BEFORE DESIGNING, EXCAVATING, BLASTING, INSTALLING, BACKFILLING, GRADING, PAVEMENT RESTORATION OR REPAIRING. ALL UTILITY COMPANIES, PUBLIC AND PRIVATE, MUST BE CONTACTED INCLUDING THOSE IN CONTROL OF UTILITIES NOT SHOWN ON THIS PLAN. SEE CHAPTER 370, ACTS OF 1963 MASS. WE ASSUME NO RESPONSIBILITY FOR DAMAGES INCURRED AS A RESULT OF UTILITIES OMITTED OR INACCURATELY SHOWN. BEFORE PLANNING FUTURE CONNECTIONS THE APPROPRIATE PUBLIC UTILITY ENGINEERING DEPARTMENT MUST BE CONSULTED. DIG SAFE

LEGEND:

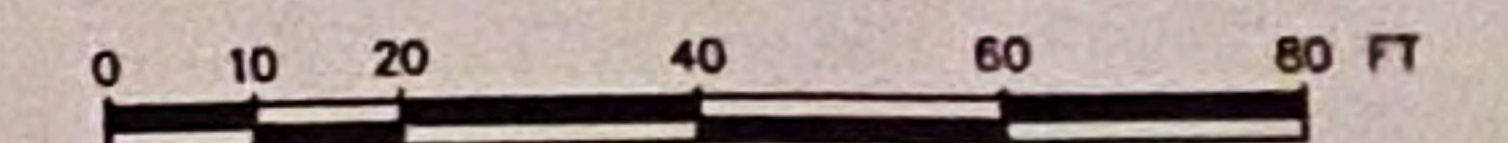
- N/F NOW OR FORMERLY OVERHEAD WIRES
- TREE
- TREE LINE
- UP UTILITY POLE
- GG GAS GATE
- GAS SERVICE (BURIED)
- WG WATER GATE
- W WATER SERVICE (BURIED)
- DMH DRAIN MANHOLE
- SUB-SURFACE DRAIN LINE
- EXISTING CONTOUR
- - - EXISTING CONTOUR
- ☆ LIGHTPOLE
- △ WETLAND FLAG
- 99X9 SPOT ELEVATION
- ○ ○ ○ STONE WALL
- ===== EDGE OF PAVEMENT

**PATHWAY-SIDEWALK PLAN
MAIN STREET
IN**

**DUNSTABLE, MASSACHUSETTS
(MIDDLESEX COUNTY)**

FOR: DUNSTABLE PATHWAY COMMITTEE
SCALE: 1"=20' JANUARY 9, 2014

STAMSKI AND McNARY, INC.
1000 MAIN STREET ACTON, MASSACHUSETTS
ENGINEERING - PLANNING - SURVEYING



**PROGRESS PRINT
14 JANUARY 15**

APPENDIX B: Potential Funding Sources

This report identifies a number of potential funding sources for implementation of Walk Dunstable recommendations. Links to these programs and sources are provided below.

Massachusetts Preservation Projects Fund (MPPF)

Administered by the Massachusetts Historical Commission (MHC), the MPPF is a state-funded 50% reimbursable matching grant program created to support the preservation of properties, landscapes and sites listed in the State Register of Historic Places. Municipalities and nonprofit organizations are qualified to receive these funds. Matching funds may be provided through local Community Preservation Act (CPA) funding.

Awards range from \$5,000 to \$30,000 for pre-development projects, and \$7,500 to \$100,000 for development or acquisition projects.

<https://www.sec.state.ma.us/mhc/mhcmppf/mppfidx.htm>

Massachusetts Complete Streets Funding Program

Administered by MassDOT, the Complete Streets Funding Program dedicates state transportation funds to planning and implementation of Complete Streets, e.g., street improvements that make travel safe, comfortable, convenient, and accessible for people of all ages, abilities, and travel modes. As a Tier 3 community, Dunstable is eligible for the full range of funding opportunities, up to \$500,000 in construction funding to implement projects identified in its Prioritization Plan (Appendix C).

<https://gis.massdot.state.ma.us/completestreets>

MassTrails Grants

Funded through the Executive Office of Energy and Environmental Affairs, MassTrails Grants are matching grants that enable municipalities and nonprofit organizations to plan, design, create, and maintain a diverse network of trails, trail systems, and trail experiences for residents and visitors. Grants may be awarded for projects ranging from planning and feasibility studies through construction and maintenance.

<https://www.mass.gov/guides/masstrails-grants>

Safe Routes to School

While not specifically discussed in this report, projects identified through Walk Dunstable may be eligible for Safe Routes to School (SRTS) Grants due to the Swallow Union Elementary School's location in Dunstable Town Center. SRTS provides services to schools and communities across the Commonwealth in the form of education, evaluation, and funding for projects that improve safety for students traveling to and from school.

<https://www.mass.gov/safe-routes-to-school>

APPENDIX C: Complete Streets Prioritization Plan (2017)



MassDOT Complete Streets Funding Program

Municipality: Dunstable
 MassDOT District: 3

Date: 12/5/2023
 Name/Title: Tracey Hutton, Town Administrator

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs							Complete Streets Funding Request			
Rank	Project Name	Project Description	Environmental Justice Population	Project Limits	Project Start Location: X,Y Coordinates (MA State Plane meter)	Project End Location: X,Y Coordinates (MA State Plane meter)	Complete Streets Project Origin (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	Will this project be in Coordination with other Communities? (list, if applicable)	Total Estimated Project Cost	Complete Streets Funding Requested	Other Funding Source(s) and Amount (if applicable)
1	Main Street - High Street to Highland Street sidewalk construction	Construction of new sidewalk along the north side of Main Street between Pleasant Street and Highland Street.	No	North side of Main Street between Pleasant Street and the west side of Highland Street to existing crosswalk (1,250 LF)	201,441 935,990	201,072 936,026	CS Needs Assessment	P5	X	X	X				No	\$207,200	\$207,200	\$0	
2	Main Street - Town Hall to Pleasant Street sidewalk construction	Construction of new sidewalk along the north side of Main Street between Common Street and Pleasant Street.	No	North side of Main Street between Common Street and east side of Pleasant Street at existing crosswalk (300 LF)	201,518 935,984	201,441 935,990	CS Needs Assessment	P5	X	X	X				No	\$59,000	\$59,000	\$0	
3	Main Street - City Hall to Westford Street sidewalk construction	Construction of new sidewalk along Main Street between Common Street and the east side of Westford Street.	No	North side of Main Street between Common Street and east side of Westford Street (1,050 LF)	201,528 935,989	201,845 935,910	CS Needs Assessment	P5	X	X	X				No	\$198,600	\$198,600	\$0	
4	Main Street - Westford Street to Central Cemetery sidewalk connection	Construction of new sidewalk along the east side of Westford Street between Main Street and existing Central Cemetery roadway.	No	East side of Westford Street between Main Street and southernmost Central Cemetery pathway (1,000 LF)	201,845 935,910	201,916 935,627	CS Needs Assessment	P5	X	X	X				No	\$144,300	\$144,300	\$0	



MassDOT Complete Streets Funding Program

Municipality: Dunstable
 MassDOT District: 3

Date: 12/5/2023
 Name/Title: Tracey Hutton, Town Administrator

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs							Complete Streets Funding Request			
Rank	Project Name	Project Description	Environmental Justice Population	Project Limits	Project Start Location: X,Y Coordinates (MA State Plane meter)	Project End Location: X,Y Coordinates (MA State Plane meter)	Complete Streets Project Origin (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	Will this project be in Coordination with other Communities? (list, if applicable)	Total Estimated Project Cost	Complete Streets Funding Requested	Other Funding Source(s) and Amount (if applicable)
5	Pleasant Street - Main Street to Pond Street sidewalk construction	Construction of new sidewalk along the east side of Pleasant Street between Main Street and Pond Street.	No	East side of Pleasant Street between Main Street at existing crosswalk and the north side of Pond Street (1,250 LF)	201,438 935,981	201,167 935,673	CS Needs Assessment	P5	X	X	X				No	\$223,950	\$223,950	\$0	
6	Pleasant Street - Pond Street to Post Office sidewalk construction	Construction of new sidewalk along the south side of Pleasant Street between Pond Street and the U.S. Post Office, including crosswalks across Pond Street and Post Office driveway.	No	South side of Pleasant Street between Pond Street and U.S. Post Office at 170 Pleasant Street (1,900 LF)	201,152 935,667	200,620 935,936	CS Needs Assessment	P5	X	X	X				No	\$348,000	\$348,000	\$0	
7	Pleasant Street - Post Office to Groton Street sidewalk construction	Construction of new sidewalk along Pleasant Street between the Post Office and the gas station/Dunkin Donuts just west of Groton Street.	No	South side of Pleasant Street between U.S. Post Office at 170 Pleasant Street and Dunkin Donuts at 238 Pleasant Street (1,300 LF)	200,620 935,936	200,219 935,574	CS Needs Assessment	P5	X	X	X				No	\$231,700	\$231,700	\$0	
8	Groton Street - Pleasant Street to Larter Field sidewalk construction	Construction of new sidewalk along Groton Street between Pleasant Street and Larter Field driveway.	No	East side of Groton Street between Pleasant Street and west side of Larter Field driveway (1,950 LF)	200,319 935,545	199,897 935,159	CS Needs Assessment	P5	X	X	X				No	\$340,500	\$340,500	\$0	



MassDOT Complete Streets Funding Program

Municipality: Dunstable
 MassDOT District: 3

Date: 12/5/2023
 Name/Title: Tracey Hutton, Town Administrator

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs							Complete Streets Funding Request			
Rank	Project Name	Project Description	Environmental Justice Population	Project Limits	Project Start Location: X,Y Coordinates (MA State Plane meter)	Project End Location: X,Y Coordinates (MA State Plane meter)	Complete Streets Project Origin (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	Will this project be in Coordination with other Communities? (list, if applicable)	Total Estimated Project Cost	Complete Streets Funding Requested	Other Funding Source(s) and Amount (if applicable)
9	Larter Field access road sidewalk construction	Construction of new sidewalk along Larter Field driveway between Groton Street and existing pathway north of the parking area.	No	West side of Larter Field driveway between Groton Street and existing path north of parking area (850 LF)	199,897 935,159	199,859 934,894	CS Needs Assessment	P5	X	X	X					No	\$136,600	\$136,600	\$0
10	Shared Use Path Connection between Central Cemetery and Lowell Street	Construction of a new crushed stone shared-use path between the Central Cemetery and Lowell Street.	No	Southernmost dirt driveway at Central Cemetery to back of existing Dumont Enterprises parking lot, connecting north to Lowell Street (2,400 LF)	202,050 935,664	202,426 935,705	CS Needs Assessment	B10	X	X	X	X				No	\$67,200	\$67,200	\$0
11	Intersection improvements at Lowell Street/Main Street	Realignment of Lowell Street to intersect Main Street behind Dunstable Animal Clinic. Includes sidewalk and crosswalk connections in intersection.	No	Intersection of Main Street/Lowell Street. Western 350-foot segment of Lowell Street to be discontinued and new 250-foot Lowell Street spur to connect to Main Street about 300 feet east of existing intersection.	202,313 935,880	202,275 935,929 202,218 935,885	CS Needs Assessment	S6, S10, S18, P2, P5, P9	X	X	X			X		No	\$322,900	\$322,900	\$0



MassDOT Complete Streets Funding Program

Municipality: Dunstable
 MassDOT District: 3

Date: 12/5/2023
 Name/Title: Tracey Hutton, Town Administrator

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs							Complete Streets Funding Request			
Rank	Project Name	Project Description	Environmental Justice Population	Project Limits	Project Start Location: X,Y Coordinates (MA State Plane meter)	Project End Location: X,Y Coordinates (MA State Plane meter)	Complete Streets Project Origin (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	Will this project be in Coordination with other Communities? (list, if applicable)	Total Estimated Project Cost	Complete Streets Funding Requested	Other Funding Source(s) and Amount (if applicable)
12	Intersection improvements at Pleasant Street/Main Street	Realignment of the intersection of Main Street/Pleasant Street. Safer pedestrian crossings and slower vehicle turns. Includes pedestrian sidewalks, ramps, and crossings.	No	Intersection of Main Street/Pleasant Street	201,390 935,964	201,383 935,997 201,435 935,987	CS Needs Assessment	S6, S10, S18, P2, P5, P9	X	X	X			X		No	\$226,400	\$226,400	\$0
13	Intersection improvements at Main Street/Thorndike Street	Realignment of the intersection of Main Street/Thorndike Street. Safer pedestrian crossings and slower vehicle turns.	No	Intersection of Main Street/Thorndike Street	203,605 936,996	203,617 937,043 203,661 937,029	CS Needs Assessment	S6, S10, S18, P2, P5, P9	X	X	X			X		No	\$79,400	\$79,400	\$0
14	Bike racks and benches at Town Hall	Acquisition and installation of two (2) new large bicycle racks and four (4) benches at Town Hall.	No	Town Hall property, 511 Main Street	201,494 936,032	201,494 936,032	CS Needs Assessment	B3, PO			X	X				No	\$11,600	\$11,600	\$0
15	Bike racks and benches at Dunstable Free Public Library	Acquisition and installation of two (2) new large bicycle racks and four (4) benches at Dunstable Free Public Library.	No	Dunstable Free Public Library	201,016 935,977	201,016 935,977	CS Needs Assessment	B3, PO			X	X				No	\$11,600	\$11,600	\$0
16	Main Street - Highland Street to Red Line Trail sidewalk construction - Phase 1	Construction of new sidewalk between Highland Street and Sawyer Conservation Area.	No	North side of Main Street between Highland Street and Sawyer Conservation Area (1,650 LF)	201,074 936,027	200,674 936,245	CS Needs Assessment	P5	X	X	X					No	\$340,300	\$340,300	\$0



MassDOT Complete Streets Funding Program

Municipality: Dunstable
 MassDOT District: 3

Date: 12/5/2023
 Name/Title: Tracey Hutton, Town Administrator

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs							Complete Streets Funding Request			
Rank	Project Name	Project Description	Environmental Justice Population	Project Limits	Project Start Location: X,Y Coordinates (MA State Plane meter)	Project End Location: X,Y Coordinates (MA State Plane meter)	Complete Streets Project Origin (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	Will this project be in Coordination with other Communities? (list, if applicable)	Total Estimated Project Cost	Complete Streets Funding Requested	Other Funding Source(s) and Amount (if applicable)
17	Main Street - Highland Street to Red Line Trail sidewalk construction - Phase 2	Construction of new sidewalk between Sawyer Conservation Area and Red Line Trail, about 550 feet west of Depot Street		North side of Main Street between Sawyer Conservation Area and Red Line Trail (1,650 LF)	200,674 936,245	200,320 936,651	CS Needs Assessment	P5	X	X	X				No	\$340,300	\$340,300	\$0	
18	Improvements to Red Line Trail between Main Street and NH State Line	Construction of crushed stone walking trail between Main Street and the NH State Line (1.51 miles), and extending an additional 0.41 miles to Ridge Road in Nashua, NH.	No	Existing Nashua, Acton, and Boston RR ROW between Main Street in Dunstable and Ridge Road in Nashua, NH. 1.51 miles in Dunstable, 0.41 miles in Nashua	200,336 936,637	201,209 939,610	CS Needs Assessment	B10		X	X	X			Nashua, NH	\$230,400	\$230,400	\$0	
19	Improvements to Red Line Trail between Larter Field Driveway and Camp Massapoug Road	Construction of crushed stone walking trail between Larter Field driveway Massapoug Road at the Groton T.L.	No	Existing Nashua, Acton, and Boston RR ROW between Larter Field Driveway and Camp Massapoug Road (4,200 LF)	199,894 934,645	199,969 933,267	CS Needs Assessment	B10		X	X	X			No	\$96,000	\$96,000	\$0	



MassDOT Complete Streets Funding Program

Municipality: Dunstable
 MassDOT District: 3

Date: 12/5/2023
 Name/Title: Tracey Hutton, Town Administrator

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs							Complete Streets Funding Request			
Rank	Project Name	Project Description	Environmental Justice Population	Project Limits	Project Start Location: X,Y Coordinates (MA State Plane meter)	Project End Location: X,Y Coordinates (MA State Plane meter)	Complete Streets Project Origin (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	Will this project be in Coordination with other Communities? (list, if applicable)	Total Estimated Project Cost	Complete Streets Funding Requested	Other Funding Source(s) and Amount (if applicable)
20	Red Line Trail Connection between Main Street and Groton Street	Construction of crushed stone walking trail between Main Street and Groton Street, including required ROW takings and including high-visibility crossings across both roadways, stop signs at trail entrances at both roadways, and trail crossing signage on each roadway approach to the trail crossing.	No	Existing Nashua, Acton, and Boston RR ROW between Main Street and Groton Street	200,336 936,630	200,098 935,449	CS Needs Assessment	B10		X	X	X				No	\$130,200	\$130,200	\$0
21	Bicycle racks and benches at Red Line Trail roadway connections	Installation of eight (8) small bicycle racks and sixteen (16) benches along Red Line Trail and at trail entrances from roadways.	No	Existing Nashua, Acton, and Boston RR ROW within the Town of Dunstable	201,018 938,697	199,963 933,102	CS Needs Assessment	B3, PO			X	X				No	\$38,400	\$38,400	\$0
22	High-visibility crossings across Main Street	Replacement of existing pedestrian crosswalks with high-visibility continental crosswalks and high-visibility pedestrian warning signage.	No	Main Street in Dunstable between Highland Street and Common Street (4 crosswalks)	201,058 936,026	201,488 935,983	CS Needs Assessment	P9	X	X	X					No	\$14,000	\$14,000	\$0
23	High-visibility crossings across River Street at Nashua River Rail Trail	Installation of high-visibility continental crosswalks and high-visibility warning signage at the two Nashua River Rail Trail crossings across River Street.	No	River Street at Nashua River Rail Trail, two locations	196,448 938,319	196,055 936,865	CS Needs Assessment	P9	X	X	X	X				No	\$7,640	\$7,640	\$0
24	Raised intersection at Groton Street/Dogwood Lane/Larter Field driveway	Installation of a raised intersection and crossings at the intersection of Groton Street/Dogwood Lane/Larter Field driveway with associated warning signage and pavement markings.	No	Intersection of Groton Street/Dogwood Lane/Larter Field driveway	199,915 935,181	199,896 935,170	CS Needs Assessment	S17, P9	X	X	X					No	\$102,280	\$102,280	\$0



MassDOT Complete Streets Funding Program

Municipality: Dunstable
 MassDOT District: 3

Date: 12/5/2023
 Name/Title: Tracey Hutton, Town Administrator

Project Details			EJ	Complete Streets Location			Project Origin and Type		Complete Streets Needs							Complete Streets Funding Request			
Rank	Project Name	Project Description	Environmental Justice Population	Project Limits	Project Start Location: X,Y Coordinates (MA State Plane meter)	Project End Location: X,Y Coordinates (MA State Plane meter)	Complete Streets Project Origin (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	Will this project be in Coordination with other Communities? (list, if applicable)	Total Estimated Project Cost	Complete Streets Funding Requested	Other Funding Source(s) and Amount (if applicable)
25	Shared Use Path Connection between Pleasant Street and Dunstable Free Public Library	Construction of a 1,200 LF crushed stone shared use path between Pleasant Street at the existing Dunstable Police Station and the existing sidewalk on the west side of the Dunstable Free Public Library.	No	Town-owned land between 23 Pleasant Street and 588 Main Street	201,276 935,877	201,017 935,944	CS Needs Assessment	B3	X	X	X	X				No	\$39,600	\$39,600	\$0
26	Intersection improvements at Main Street/Oak Street	Realignment of Main Street/Oak Street intersection. Addresses intersection conflicts and inadequate sight distance.	No	Intersection of Main Street/Oak Street	199,895, 937,119	199,895, 937,122	CS Needs Assessment	S6, S10, S13	x	x	x			x		No	\$300,000	\$300,000	\$0
27	Intersection improvements at Lowell Street/Forest Street	Intersection improvement on Lowell Street and Forest Street to include reconstruction of roadway edges to reduce curb radius. Addresses inadequate sight distance.	No	Intersection of Lowell Street/Forest Street	202,855, 935,906	202,855, 935,909	CS Needs Assessment	S6, S10, S14	x	x	x			x		No	\$150,000	\$150,000	\$0
28	Intersection improvements at Pleasant Street/Groton Street	Realignment of Pleasant Street/Groton Street intersection. Addresses speeding, intersection conflicts and inadequate sight distance.	No	Intersection of Pleasant Street/Groton Street	200,307, 935,565	200,308, 935,567	CS Needs Assessment	S6, S10, S18	x	x	x			x		No	\$400,000	\$400,000	\$0
29	Intersection improvements at Pleasant Street/Hollis Street	Realignment Main Street/Oak Street intersection. Addresses intersection conflicts and inadequate sight distance.	No	Intersection of Pleasant Street/Hollis Street	197,726, 935,620	197,727, 935,619	CS Needs Assessment	S6, S10, S13	x	x	x			x		No	\$350,000	\$350,000	\$0

APPENDIX D:

Walk Audit Materials

8/30 Stakeholder Presentation and Audit Materials

9/13 Senior-Focused Walk Audit Materials

10/4 Community Meeting Presentation and Walk Audit Materials

DIY Walk Audit Materials



**WALK
DUNSTABLE**

safer streets for all in Dunstable Town Center

staff and stakeholder walk audit | 8/30/23

Agenda | 8/31/23

- 1 What is Walk Dunstable?
- 2 Why do a walk audit?
- 3 Today's assignment
- 4 Let's walk!
- 5 Debrief & discussion

What is Walk Dunstable?

- A series of “walk audits” to study the walkability of Dunstable Town Center
- Individuals and teams observe and evaluate conditions
- Town will work with NMCOCG to gather observations and identify potential improvements.
- Town can then apply for grants to funds infrastructure changes such as crosswalks, sidewalks, and intersection redesign.

Project funded by a grant from AARP and NMCOCG technical assistance

Why do a walk audit in Dunstable?



Why do a walk audit in Dunstable?

- Gather input about infrastructure needs and investments needed
- Educate community about design elements that support safety for all
- Understand safety improvements that can be planned for residents age 8 to 80 (and beyond!)



Project Goals

- Goal** → Identify ways to enable people to “stop once” in the Town Center and get around without having to drive
- Goal** → Inspire development of safe streets for all users
- Goal** → Increase exercise opportunities for people of all ages
- Goal** → Help reduce traffic congestion and pollution while increasing safety

Today's Walk



Today's Walk



1

Wickham & Willoughby

Town Hall

Dunstable Free Public Library

Farmhouse Cafe

Police Department

Dunstable Evangelical Congregational Church / Maple Village Preschool

Fire Department

Swallow Union Elementary School

West Auto Repair

old town well field & scales

town common & fields

HILLCREST ST

HILLCREST ST

MAIN ST

HILLCREST ST

WESTFORD ST

ST

ST

Today's Walk



1

2

Wickham & Willoughby

Town Hall

Dunstable Free Public Library

Farmhouse Cafe

Police Department

Dunstable Evangelical Congregational Church / Maple Village Preschool

Swallow Union Elementary School

Fire Department

West Auto Repair

old town well field & scales

town common & fields

HILLCREST ST

HILLCREST ST

MAIN ST

HILLCREST ST

WESTFORD ST

ST

ST

Our task for today

- Where are there crosswalks, and where are crosswalks needed?
- Are drivers alerted to crossing locations?
- Are there places to sit, shaded areas, shelter?
- Is signage and lighting well-placed and pedestrian scaled?
- Is the speed limit suitable (and obeyed by drivers)?
- Are pedestrians safe from moving vehicles?

Information you report on these worksheets, as well as any photos, notes, and discussions, will be helpful to our report.

Sidewalks, Streets & Crossings

Posted speed limit(s): _____

Do the motorists appear to be obeying the speed limit(s)?

Total number of vehicle lanes: _____

If more than one lane: Does the roadway have _____ The street is: on no sidewalk and/or a median and/or no sidewalk

The street has: no sidewalk partial sidewalk sidewalks

a sidewalk on one side of the street sidewalks

THE STREET

1. Has traffic lights and/or stop signs at intersections and pedestrians
2. The traffic lights and/or stop signs are clearly visible and pedestrians
3. Has crosswalks
4. The crosswalks are well marked and clearly visible and pedestrians
5. Has signage alerting drivers to the presence of pedestrians
6. Has a designated bicycle lane
7. Has a pedestrian crossing signal, also called a _____ (if yes, complete the next section)

THE PEDESTRIAN CROSSING SIGNALS

YES [NO] OTHER *Some may be in use but don't apply*

1. Are working
2. Have a "push-to-walk" mechanism, meaning _____ vehicle traffic
3. Have audible prompts for people with vision disabilities
4. Are placed in appropriate locations (if no, indicate the amount of time provided: _____)
5. Provide enough time to cross (indicate the amount of time pedestrian in order to cross: _____ minutes)
6. Provide suitable opportunities to cross (indicate the amount of time pedestrian in order to cross: _____ minutes)

Build A Better Block

Would the safe walkability and appeal of the walk audit block be improved by any of the following features? Select those you think could be helpful.

1. Sidewalks (because there aren't any at all)
2. Sidewalk repairs
3. Wider sidewalks
4. Safety barriers between the sidewalk and street (landscaping, bollards, etc.)
5. Decorative crosswalks
6. Crosswalks (because there aren't any at all)
7. Raised crosswalks
8. Artistic crosswalks
9. Pedestrian "bulb-outs" at intersections or crossings
10. Pedestrian Island(s)
11. Pedestrian-friendly lighting
12. One-way rather than two-way traffic
13. Outdoor seating and furnishings for public use (benches, tables, parklets, etc.)
14. Decorative and/or directional signage
15. Public art (sculpture, wall murals, banners)
16. More street-level/street-facing shops and businesses
17. Shelter from the elements (awnings, outdoor umbrellas, etc.)
18. Green space (such as a small park or "pocket park")
19. Street trees and landscaping
20. Improved landscape maintenance
21. Drinking fountains
22. Public restrooms (or, if already present, better maintenance)
23. Litter removal
24. Graffiti removal
25. Trash receptacles
26. Security features (cameras, call-boxes, etc.)
27. Management of off-leash dogs
28. Repair or removal of vacant or rundown buildings
29. On-street parking
30. Parking garage or structure

Let's Walk!



Examples of Issues



With such a large intersection and no crosswalks or pedestrian beacons, walking here is difficult and dangerous



Children can't safely cross this street to travel between their homes (in a development on the left) and the elementary school (seen on the right).

Examples of Solutions



Pedestrian-scaled lighting



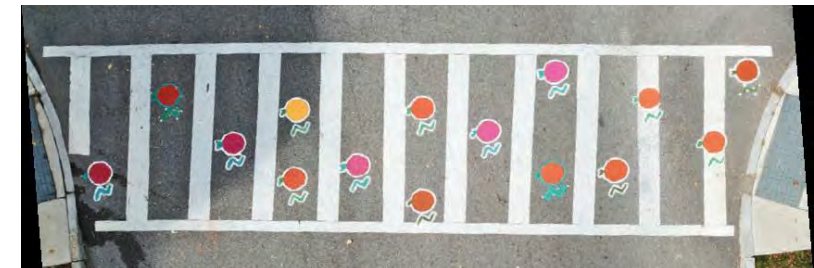
Pedestrian island



Flashing traffic signs



Curb extension or bulb-out



Artistic crosswalks

Examples of Solutions



Protected bicycle lanes and sidewalks



Tree canopy



Parklets



Road diet

Debrief, Discussion, Q+A



Next Steps

Walk #1: Staff and Stakeholders
Walk #2: Community Audit

DIY Walk Audits

Sep 13, 2023

Walk #3 + Community Meeting

Oct 4, 2023

Draft report and recommendations

Oct/Nov, 2023

Project complete

Nov, 2023

Sidewalks, Streets & Crossings



Posted speed limit(s): _____

Do the motorists appear to be obeying the speed limit(s)? _____

Total number of vehicle lanes: _____ The street is: one-way | two-way

If more than one lane: Does the roadway have a median and/or a pedestrian island?

The street has: no sidewalk no sidewalk but needs one no sidewalk but needs two partial sidewalks a sidewalk on one side of the street sidewalks on both sides of the street

THE STREET :

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

THE PEDESTRIAN CROSSING SIGNALS

YES | NO | OTHER Skip any statements that don't apply

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop the vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, where are more needed)
- 5. Provide enough time to cross (indicate the amount of time provided: _____ minutes _____ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: _____ minutes _____ seconds)

Street Safety & Appeal

THE LOCATION HAS

YES | NO | OTHER Skip any statements that don't apply

- 1. Places to sit
- 2. Shade trees
- 3. Grass, flowers and landscaping (if yes, is the greenery well maintained? _____)
- 4. Awnings, outdoor umbrellas or other shelter from rain and other weather conditions
- 5. Drinking fountains (if yes, are they working and clean? _____)
- 6. Public restrooms (if yes, are they clean and safe? _____)
- 7. A transit or bus shelter (if yes, is there seating? _____)
- 8. Trash receptacles (if yes, so they appear to be regularly emptied?)
- 9. Buildings and/or homes that are well-maintained
- 10. Informative signage
- 11. Well-placed signage
- 12. Streetscape features (art, signage, etc.) that are representative of/suitable for the community
- 13. Pedestrian-scaled lighting

IMPRESSIONS

- 1. The location/street is a safe and appealing destination
- 2. The location/street is a safe and appealing travel route
- 3. The location/street appears to be safe for users of all ages, abilities, etc.
- 4. The location/street appears to be safe for pedestrians during both the day and night
- 5. Pedestrians appear to be safe from moving vehicles
- 6. Pedestrians appear to be safe from crime, harassment or similar threats

Walkability of the area, based on the findings above:

Great Acceptable Mixed Poor

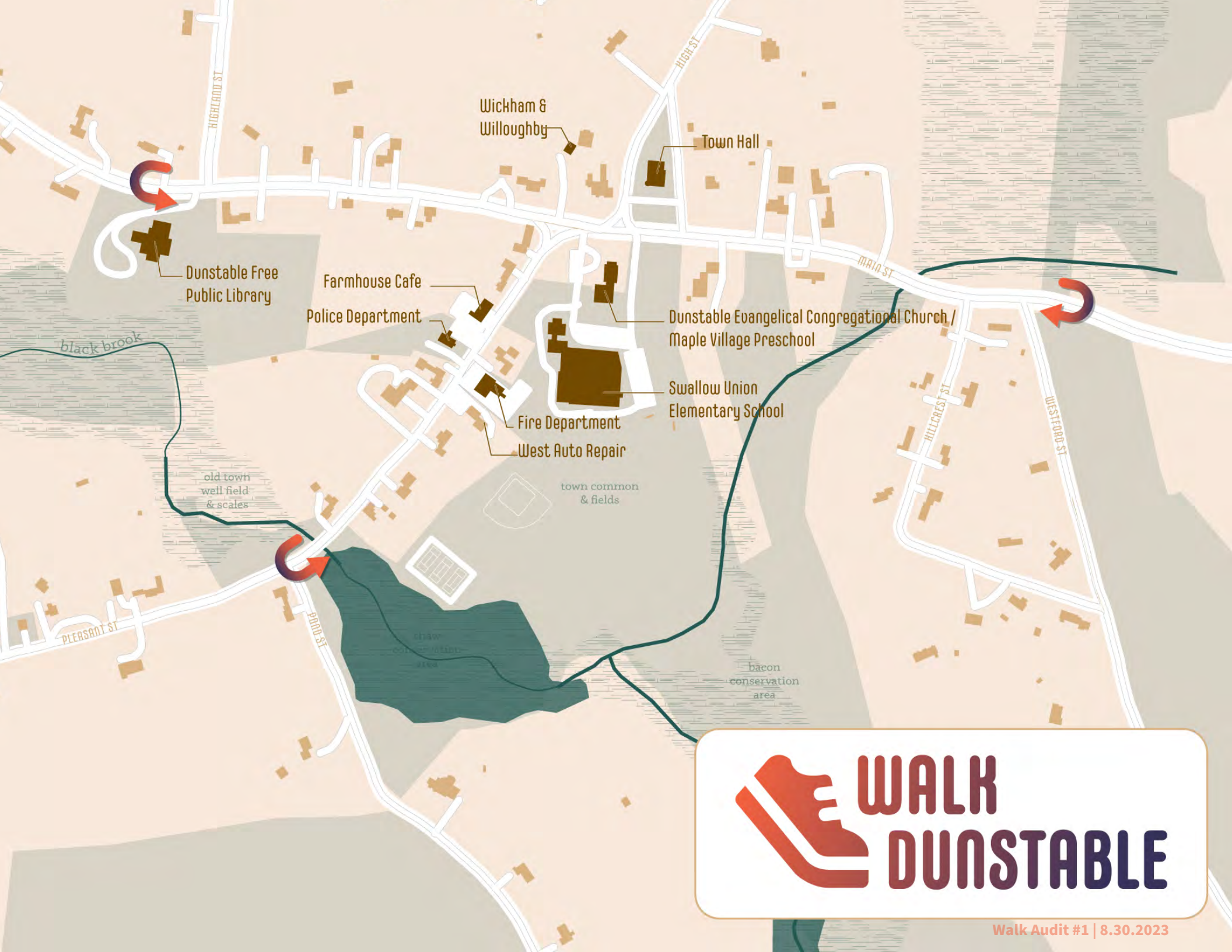
Build A Better Block

Would the safe walkability and appeal of the walk audit location or route be improved by any of the following features? Select those you think could help:

- 1. Sidewalks (because there aren't any at all)
- 2. Sidewalk repairs
- 3. Wider sidewalks
- 4. Safety barriers between the sidewalk and street (landscaping, low walls, etc.)
- 5. Decorative sidewalk features (hanging flower baskets, planters)
- 6. Crosswalks (because there aren't any at all)
- 7. Raised crosswalks
- 8. Artistic crosswalks
- 9. Pedestrian "bulb-outs" at intersections or crossings
- 0. Pedestrian island(s)
- 11. Pedestrian-friendly lighting
- 12. One-way rather than two-way traffic
- 13. Outdoor seating and furnishings for public use (benches, tables, parklets, etc.)
- 14. Decorative and/or directional (also called "wayfinding") signage
- 15. Public art (sculpture, wall murals, banners)
- 16. More street-level/street-facing shops and businesses
- 17. Shelter from the elements (awnings, outdoor umbrellas, etc.)
- 18. Green space (such as a small park or "pocket park")
- 19 Street trees and landscaping
- 20. Improved landscape maintenance
- 21. Drinking fountains
- 22. Public restrooms (or, if already present, better maintenance)
- 23. Litter removal
- 24. Graffiti removal
- 25. Trash receptacles
- 26. Security features (cameras, call-boxes, etc.)
- 27. Management of off-leash dogs
- 28. Repair or removal of vacant or rundown buildings
- 29. On-street parking
- 30. Parking garage or structure

Notes or Other Observations





Wickham & Willoughby

Town Hall

Dunstable Free Public Library

Farmhouse Cafe
Police Department

Dunstable Evangelical Congregational Church /
Maple Village Preschool

Swallow Union
Elementary School

Fire Department
West Auto Repair

black brook

old town
well field
& scales

town common
& fields

PLEASANT ST

BROAD ST

HIGH ST

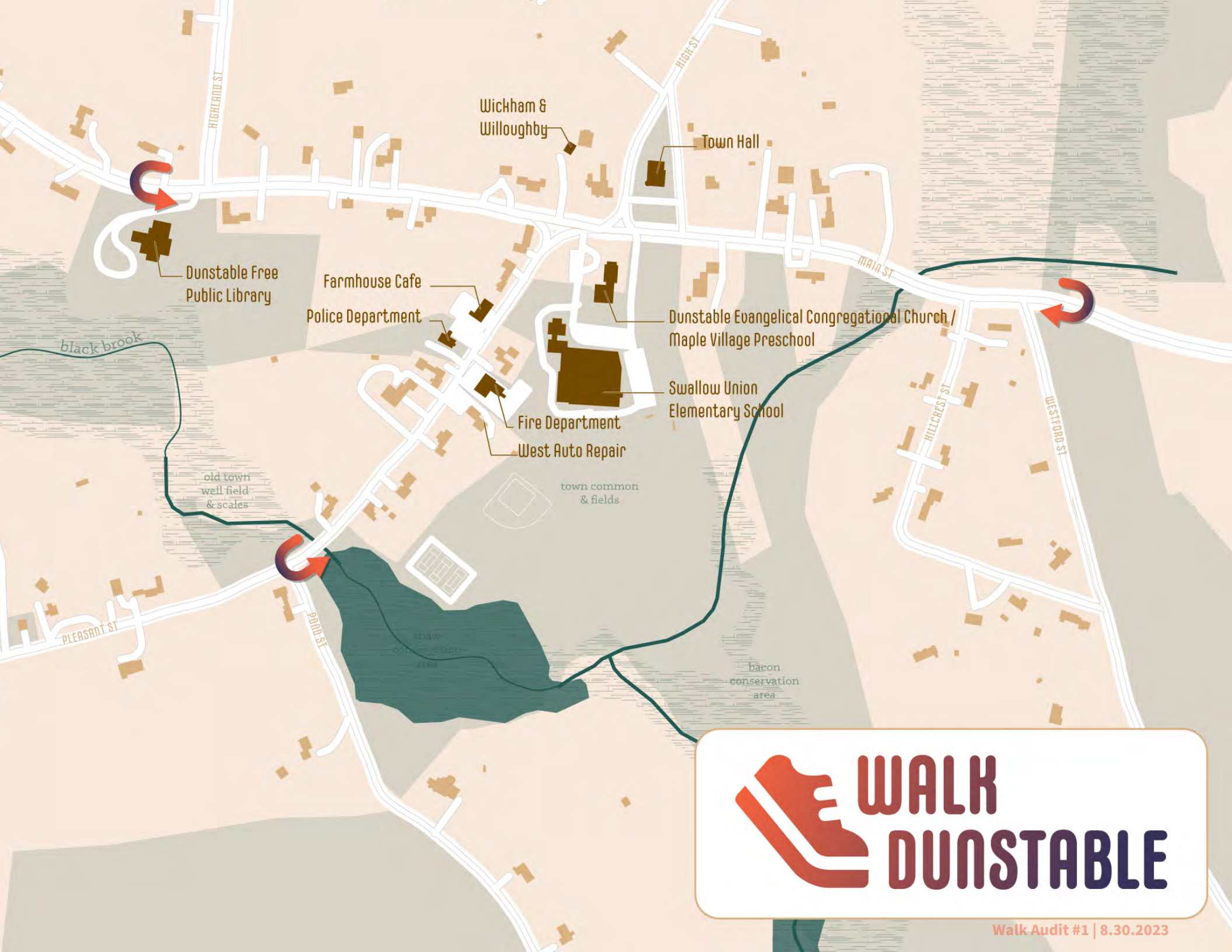
MAIN ST

HILLCREST ST

WESTFORD ST



**WALK
DUNSTABLE**



Wickham & Willoughby

Town Hall

Dunstable Free Public Library

Farmhouse Cafe
Police Department

Dunstable Evangelical Congregational Church /
Maple Village Preschool

Swallow Union
Elementary School

Fire Department
West Auto Repair

old town
well field
& scales

town common
& fields

PLEASANT ST

BROAD ST

HIGH ST

MAIN ST

HILLCREST ST

WESTFORD ST



**WALK
DUNSTABLE**

Sidewalks, Streets & Crossings



Posted speed limit(s): _____

Do the motorists appear to be obeying the speed limit(s)? _____

Total number of vehicle lanes: _____

The street is: one-way | two-way

If more than one lane: Does the roadway have a median and/or a pedestrian island?

The street has: no sidewalk no sidewalk but needs one
 no sidewalk but needs two partial sidewalks
 a sidewalk on one side of the street sidewalks on both sides of the street

THE STREET

YES | NO | OTHER Skip any statements that don't apply

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon

Street Safety & Appeal

THE LOCATION HAS

YES | NO | OTHER Skip any statements that don't apply

- 1. Places to sit
- 2. Shade trees
- 3. Grass, flowers and landscaping (if yes, is the greenery well maintained? _____)
- 4. Awnings, outdoor umbrellas or other shelter from rain and other weather conditions
- 5. Drinking fountains (if yes, are they working and clean? _____)
- 6. Public restrooms (if yes, are they clean and safe? _____)
- 7. A transit or bus shelter (if yes, is there seating? _____)
- 8. Trash receptacles (if yes, so they appear to be regularly emptied?)
- 9. Buildings and/or homes that are well-maintained
- 10. Informative signage
- 11. Well-placed signage
- 12. Streetscape features (art, signage, etc.) that are representative of/suitable for the community
- 13. Pedestrian-scaled lighting

Street Safety & Appeal



IMPRESSIONS

YES | NO | OTHER Skip any statements that don't apply

- 1. The location/street is a safe and appealing destination
- 2. The location/street is a safe and appealing travel route
- 3. The location/street appears to be safe for users of all ages, abilities, etc.
- 4. The location/street appears to be safe for pedestrians during both the day and night
- 5. Pedestrians appear to be safe from moving vehicles
- 6. Pedestrians appear to be safe from crime, harassment or similar threats

Walkability of the area, based on the findings above:

- Great**

 Acceptable

 Mixed

 Poor

NOTES

Would the safe walkability and appeal of Dunstable Town Center be improved by any of the following features? Select those you think could help:

- 1. Sidewalks (because there aren't any at all)
- 2. Sidewalk repairs
- 3. Wider sidewalks
- 4. Safety barriers between the sidewalk and street (landscaping, low walls, etc.)
- 5. Decorative sidewalk features (hanging flower baskets, planters)
- 6. Crosswalks (because there aren't any at all)
- 7. Raised crosswalks
- 8. Artistic crosswalks
- 9. Pedestrian "bulb-outs" at intersections or crossings
- 0. Pedestrian island(s)
- 11. Pedestrian-friendly lighting
- 12. One-way rather than two-way traffic
- 13. Outdoor seating and furnishings for public use (benches, tables, parklets, etc.)
- 14. Decorative and/or directional (also called "wayfinding") signage
- 15. Public art (sculpture, wall murals, banners)
- 16. More street-level/street-facing shops and businesses
- 17. Shelter from the elements (awnings, outdoor umbrellas, etc.)
- 18. Green space (such as a small park or "pocket park")
- 19. Street trees and landscaping
- 20. Improved landscape maintenance
- 21. Drinking fountains
- 22. Public restrooms (or, if already present, better maintenance)
- 23. Litter removal
- 24. Graffiti removal
- 25. Trash receptacles
- 26. Security features (cameras, call-boxes, etc.)
- 27. Management of off-leash dogs
- 28. Repair or removal of vacant or rundown buildings
- 29. On-street parking
- 30. Parking garage or structure



safer streets for all in Dunstable Town Center

Public meeting #1 | 10/4/2023

Agenda | 10/4/2023

- 1 What is Walk Dunstable?
- 2 Why do a walk audit?
- 3 What we've heard so far
- 4 Let's walk!
- 5 Debrief & discussion

What is Walk Dunstable?

- A series of “walk audits” to study the walkability of Dunstable Town Center
- Individuals and teams observe and evaluate conditions
- Town will work with NMCOCG to gather observations and identify potential improvements.
- Town can then apply for grants to funds infrastructure changes such as crosswalks, sidewalks, and intersection redesign.

Project funded by a grant from AARP and NMCOCG technical assistance

Why do a walk audit in Dunstable?



Why do a walk audit in Dunstable?

- Gather input about infrastructure needs and investments needed
- Educate community about design elements that support safety for all
- Understand safety improvements that can be planned for residents age 8 to 80 (and beyond!)



Project Goals

Goal → Identify ways to enable people to “stop once” in the Town Center and get around without having to drive

Goal → Inspire development of safe streets for all users

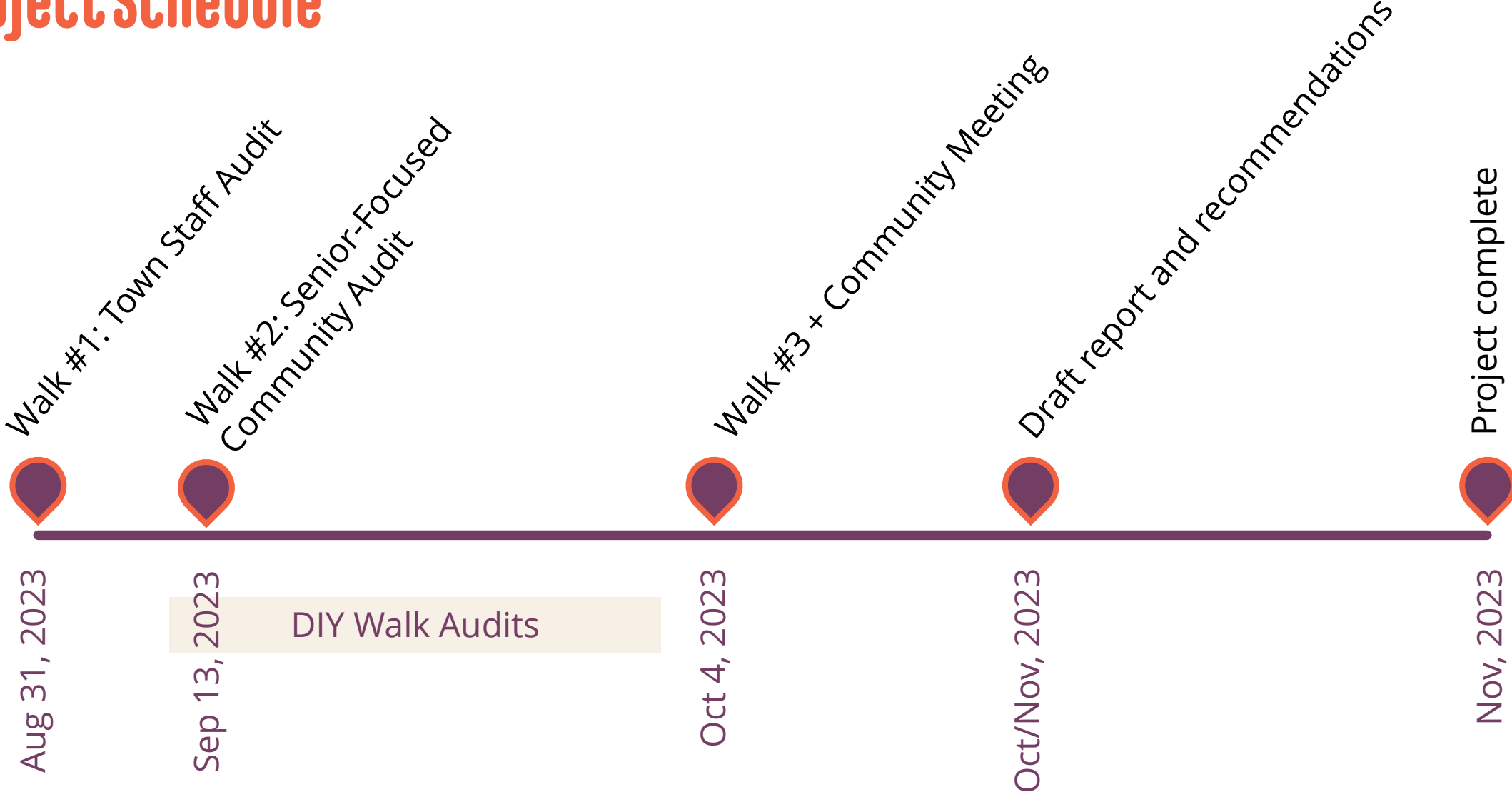
Goal → Increase exercise opportunities for people of all ages

Goal → Help reduce traffic congestion and pollution while increasing safety

NEW!

Goal → Create a sense of place and arrival by visually defining Town Center

Project schedule



Project Area



Project Area

1

Wickham & Willoughby

Town Hall

Dunstable Free Public Library

Farmhouse Cafe

Police Department

Dunstable Evangelical Congregational Church / Maple Village Preschool

Fire Department

Swallow Union Elementary School

West Auto Repair

old town well field & scales

town common & fields

brook

ST

ROAD

MAIN ST

HILLCREST ST

WESTFORD ST

HIGH ST

Project Area



1

2

Wickham & Willoughby

Town Hall

Dunstable Free Public Library

Farmhouse Cafe

Police Department

Dunstable Evangelical Congregational Church / Maple Village Preschool

Fire Department

West Auto Repair

Swallow Union Elementary School

old town well field & scales

town common & fields

BLAND ST

HIGH ST

MAIN ST

HILLCREST ST

WESTFORD ST

ST

BLAND

What we are studying

- Where are there crosswalks, and where are crosswalks needed?
- Are drivers alerted to crossing locations?
- Are there places to sit, shaded areas, shelter?
- Is signage and lighting well-placed and pedestrian scaled?
- Is the speed limit suitable (and obeyed by drivers)?
- Are pedestrians safe from moving vehicles?

The image shows two survey forms. The top form is titled "Sidewalks, Streets & Crossings" and includes sections for "THE STREET" and "THE PEDESTRIAN CROSSING SIGNALS". The bottom form is titled "Build A Better Block" and lists 30 features for sidewalks and streets. Both forms include checkboxes for responses.

Sidewalks, Streets & Crossings

Posted speed limit(s): _____

Do the motorists appear to be obeying the speed limit(s)?

Total number of vehicle lanes: _____

If more than one lane: Does the roadway have _____ The street is: on no sidewalk and/or a median and/or no sidewalk

The street has: no sidewalk partial sidewalk a sidewalk on one side of the street sidewalks

THE STREET

1. Has traffic lights and/or stop signs at intersections and pedestrians
2. The traffic lights and/or stop signs are clearly visible
3. Has crosswalks
4. The crosswalks are well marked and clearly visible
5. Has signage alerting drivers to the presence of pedestrians
6. Has a designated bicycle lane
7. Has a pedestrian crossing signal, also called a "walk" sign (if yes, complete the next section)

THE PEDESTRIAN CROSSING SIGNALS

YES [NO] OTHER *Don't apply to this section*

1. Are working
2. Have a "push-to-walk" mechanism, meaning they can be used by people with disabilities
3. Have audible prompts for people with visual impairments
4. Are placed in appropriate locations (if no, indicate the amount of time provided: _____)
5. Provide enough time to cross (indicate the amount of time provided: _____)
6. Provide suitable opportunities to cross (indicate the amount of time provided: _____)

Build A Better Block

Would the safe walkability and appeal of the walk audit be improved by any of the following features? Select those you think would be most helpful.

1. Sidewalks (because there aren't any at all)
2. Sidewalk repairs
3. Wider sidewalks
4. Safety barriers between the sidewalk and street (landscaping, planters, etc.)
5. Decorative sidewalks (because there aren't any at all)
6. Crosswalks (because there aren't any at all)
7. Raised crosswalks
8. Artistic crosswalks
9. Pedestrian "bulb-outs" at intersections or crossings
10. Pedestrian Island(s)
11. Pedestrian-friendly lighting
12. One-way rather than two-way traffic
13. Outdoor seating and furnishings for public use (benches, tables, parklets, etc.)
14. Decorative and/or directional (also called "wayfinding") signage
15. Public art (sculpture, wall murals, banners)
16. More street-level/street-facing shops and businesses
17. Shelter from the elements (awnings, outdoor umbrellas, etc.)
18. Green space (such as a small park or "pocket park")
19. Street trees and landscaping
20. Improved landscape maintenance
21. Drinking fountains
22. Public restrooms (or, if already present, better maintenance)
23. Litter removal
24. Graffiti removal
25. Trash receptacles
26. Security features (cameras, call-boxes, etc.)
27. Management of off-leash dogs
28. Repair or removal of vacant or rundown buildings
29. On-street parking
30. Parking garage or structure

Examples of Issues



With such a large intersection and no crosswalks or pedestrian beacons, walking here is difficult and dangerous



Children can't safely cross this street to travel between their homes (in a development on the left) and the elementary school (seen on the right).

What we've heard

Safe and beautiful, just not for pedestrians

- High speed traffic
- Trip hazards
- Lack of sidewalks and crosswalks

"Lack of sidewalks and safe crossing locations make this area unsafe for walking. Areas that were particularly unsafe were crossing 113 near 11 Pleasant and crossing to the playground from the Farmhouse Café and the Police Station."



What we've heard

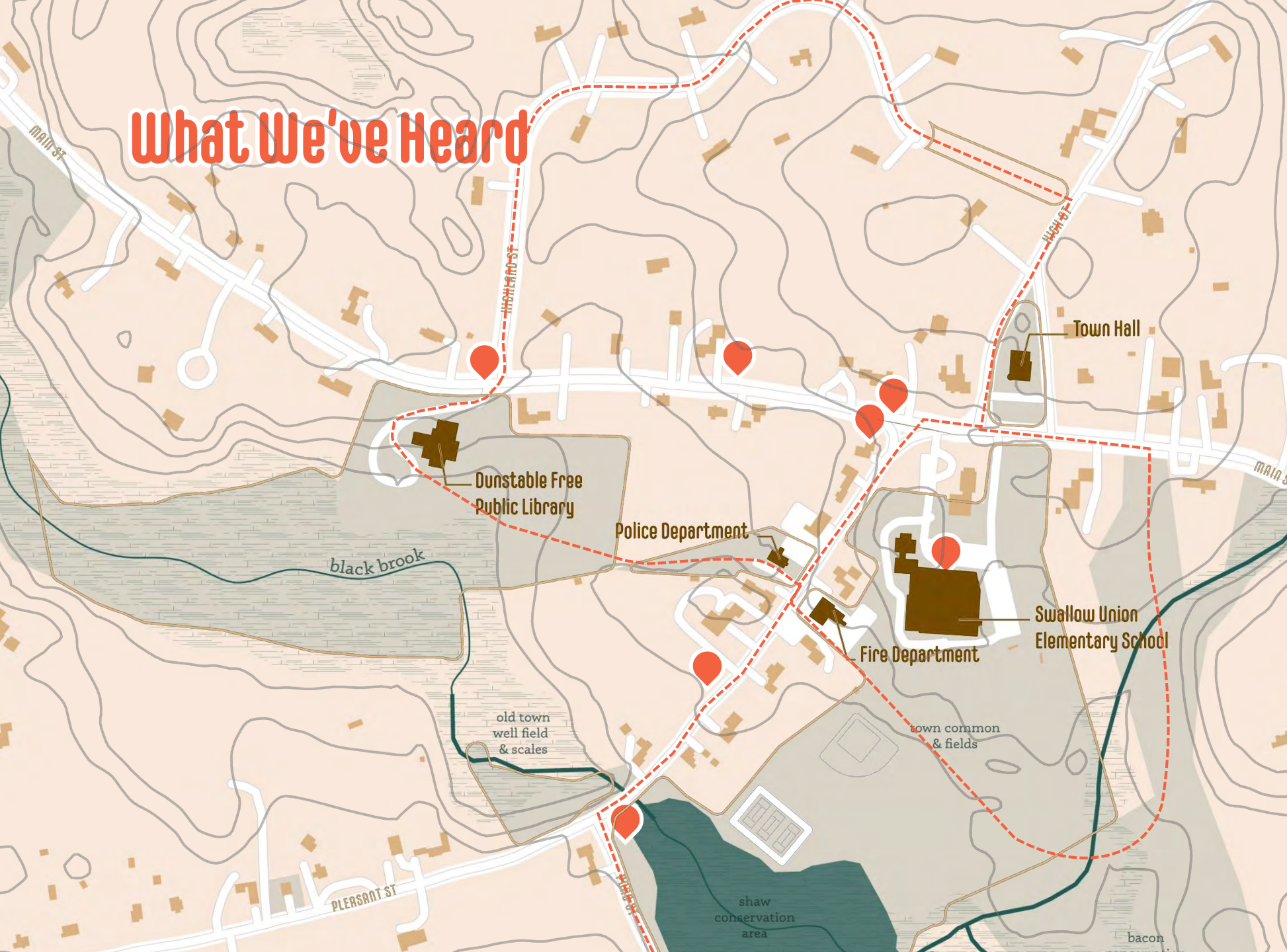
Real opportunities...

- Sense of arrival and place
- Highlight historic Town Center
- Creating walking loop
- Access to recreation areas

"Having sidewalks from the center of town down to the library on Main Street and down Pleasant Street to Pond Street would greatly improve the walkability of the area. It would also define and update the town center as well as improve safety for pedestrian traffic."



What We've Heard



- Improve crossing, slow down traffic at Library
- Create sidewalk from Center to Library
- Crossing at Main/Pleasant
- Highlight historic sidewalk, make accessible
- Improve walking for students
- Create sidewalk from Center to Shaw Conservation Area
- Improve seating and access
- Potential for walking loop?

Examples of Solutions



Pedestrian-scaled lighting



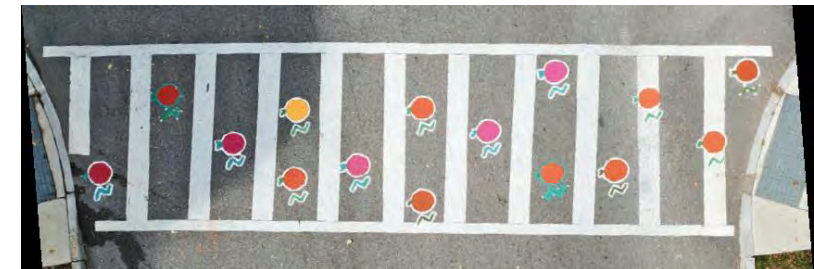
Pedestrian island



Flashing traffic signs



Curb extension or bulb-out



Artistic crosswalks

Examples of Solutions



Protected bicycle lanes and sidewalks



Tree canopy



Parklets



Road diet

Let's Talk (and/or walk)!



Sidewalks, Streets & Crossings



Posted speed limit(s): _____

Do the motorists appear to be obeying the speed limit(s)? _____

Total number of vehicle lanes: _____

The street is: one-way | two-way

If more than one lane: Does the roadway have a median and/or a pedestrian island?

The street has: no sidewalk no sidewalk but needs one
 no sidewalk but needs two partial sidewalks
 a sidewalk on one side of the street sidewalks on both sides of the street

THE STREET

YES | NO | OTHER Skip any statements that don't apply

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon

Street Safety & Appeal

THE LOCATION HAS

YES | NO | OTHER Skip any statements that don't apply

- 1. Places to sit
- 2. Shade trees
- 3. Grass, flowers and landscaping (if yes, is the greenery well maintained? _____)
- 4. Awnings, outdoor umbrellas or other shelter from rain and other weather conditions
- 5. Drinking fountains (if yes, are they working and clean? _____)
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- 12. Streetscape features (art, signage, etc.) that are representative of/suitable for the community
- 13. Pedestrian-scaled lighting

Street Safety & Appeal



IMPRESSIONS

YES | NO | OTHER Skip any statements that don't apply

- 1. The location/street is a safe and appealing destination
- 2. The location/street is a safe and appealing travel route
- 3. The location/street appears to be safe for users of all ages, abilities, etc.
- 4. The location/street appears to be safe for pedestrians during both the day and night
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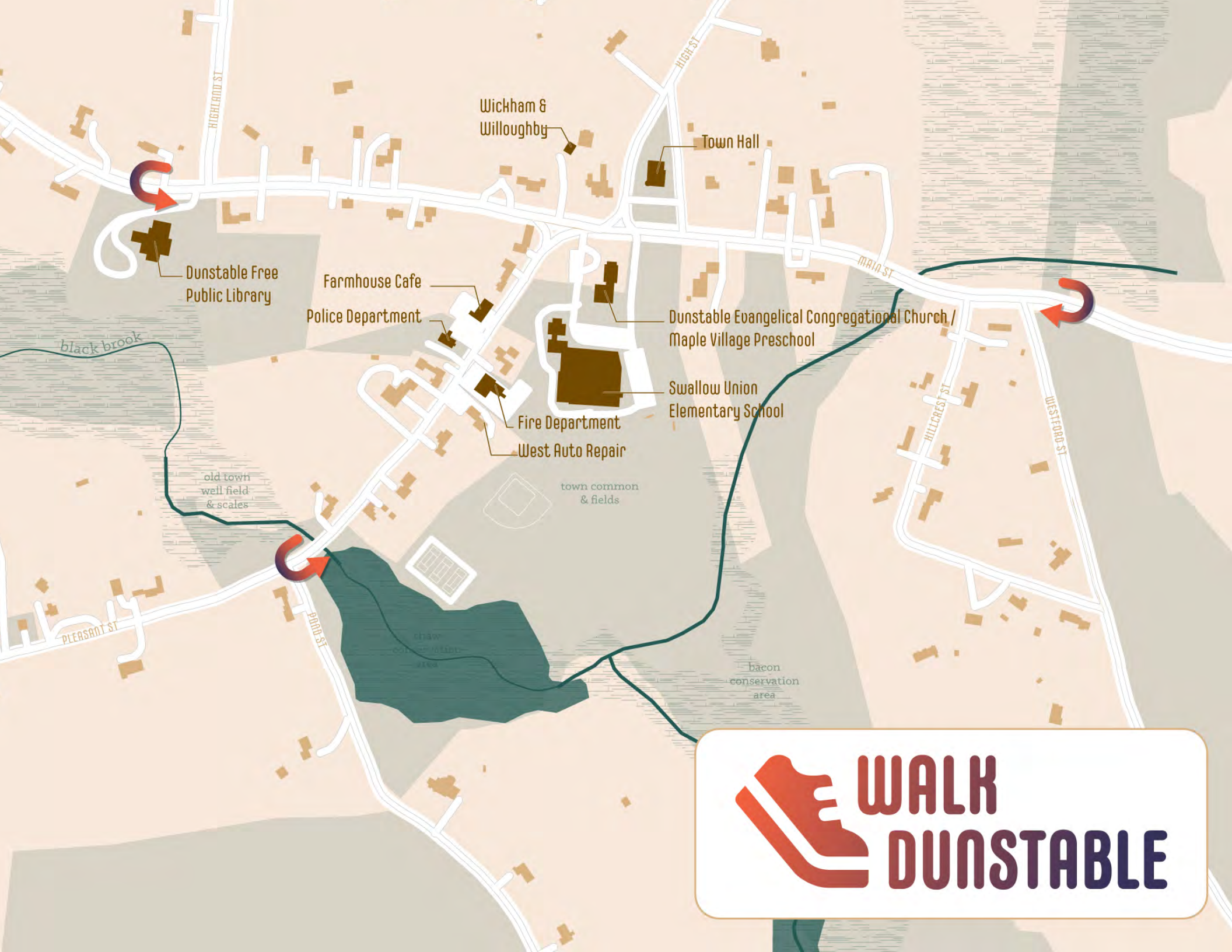
Walkability of the area, based on the findings above:

- Great Acceptable Mixed Poor

NOTES

Would the safe walkability and appeal of Dunstable Town Center be improved by any of the following features? Select those you think could help:

- 1. Sidewalks (because there aren't any at all)
- 2. Sidewalk repairs
- 3. Wider sidewalks
- 4. Safety barriers between the sidewalk and street (landscaping, low walls, etc.)
- 5. Decorative sidewalk features (hanging flower baskets, planters)
- 6. Crosswalks (because there aren't any at all)
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- 8. Artistic crosswalks
- 9. Pedestrian "bulb-outs" at intersections or crossings
- 0. Pedestrian island(s)
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- 12. One-way rather than two-way traffic
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Wickham & Willoughby

Town Hall

Dunstable Free Public Library

Farmhouse Cafe
Police Department

Dunstable Evangelical Congregational Church /
Maple Village Preschool

Swallow Union
Elementary School

Fire Department
West Auto Repair

old town well field
& scales

town common
& fields

Pleasant St

Broad St

Main St

Hillcrest St

Westford St



**WALK
DUNSTABLE**

Discussion Questions



1

What is your experience of getting from place to place in the Town Center?



2

What are your biggest challenges to getting around Dunstable Town Center on foot?



3

Which local destinations might you want to be able to access by walking?



4

Are there unofficial “pathways” people use for walking on that could be made into sidewalks?

Wrap-up



DIY Walk Audit Kit



Thank you for your interest in helping make Dunstable Town Center a safe, walkable place! This DIY Walk Audit kit is designed to guide you through the process of observing conditions on Main and Pleasant Streets, and invite your ideas for how to improve sidewalks, crosswalks, and intersections to make Town Center a better place for all.

We recommend doing the walk with a group--the more the merrier! Visit the area on a clear day with good visibility, and wear brightly colored clothing to ensure drivers can see you. Feel free to walk on as much of the project area as you feel comfortable reviewing (and if you don't feel comfortable walking the entire area, that's good information to tell us as well!).

See below for a step-by-step guide to observing conditions in the Town Center:

- 1) Lace up your walking shoes and pack a water bottle.
- 2) Walk any portion of the following areas (see attached map):
 - A. Main Street: between Town Hall and Dunstable Public Library
 - B. Pleasant Street: between the intersection of Main and Pleasant Streets and Pond and Pleasant Streets.
- 3) Note problematic areas or suggestions on the attached map.
- 4) Complete the worksheets on pages 2 and 3 of this kit.
- 5) Return materials to the Town Administrator's Office in Dunstable Town Hall, or scan/photograph your worksheets and email them to klynema@nmcog.org.

Deadline: Please return your materials by Wednesday, September 27.

Walk Dunstable Community Meeting

Join us on Wednesday, October 4, where we'll share what we've heard, provide project details, and talk about next steps!

Who:	You!
When:	Wednesday, October 4 5:00pm
Where:	Dunstable Town Hall

Questions?

Contact Jason Silva, Town Administrator, at jsilva@dunstable-ma.gov or Kelly Lynema, Deputy Director at Northern Middlesex Council of Governments (NMCOG), at klynema@nmcog.org.



Dunstable Free Public Library

Farmhouse Cafe
Police Department

Wickham & Willoughby

Town Hall

Dunstable Evangelical Congregational Church /
Maple Village Preschool

Swallow Union
Elementary School

Fire Department
West Auto Repair

old town
well field
& scales

town common
& fields

**WALK
DUNSTABLE**

Sidewalks, Streets & Crossings



Posted speed limit(s): _____

Do the motorists appear to be obeying the speed limit(s)? _____

Total number of vehicle lanes: _____ The street is: one-way | two-way

If more than one lane: Does the roadway have a median and/or a pedestrian island?

The street has: no sidewalk no sidewalk but needs one no sidewalk but needs two partial sidewalks a sidewalk on one side of the street sidewalks on both sides of the street

THE STREET :

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

THE PEDESTRIAN CROSSING SIGNALS

YES | NO | OTHER Skip any statements that don't apply

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop the vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, where are more needed)
- 5. Provide enough time to cross (indicate the amount of time provided: _____ minutes _____ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: _____ minutes _____ seconds)

Street Safety & Appeal

THE LOCATION HAS

YES | NO | OTHER Skip any statements that don't apply

- 1. Places to sit
- 2. Shade trees
- 3. Grass, flowers and landscaping (if yes, is the greenery well maintained? _____)
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IMPRESSIONS

- 1. The location/street is a safe and appealing destination
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- 5. Pedestrians appear to be safe from moving vehicles
- 6. Pedestrians appear to be safe from crime, harassment or similar threats

Walkability of the area, based on the findings above:

Great Acceptable Mixed Poor

Build A Better Block

Would the safe walkability and appeal of the walk audit location or route be improved by any of the following features? Select those you think could help:

- 1. Sidewalks (because there aren't any at all)
- 2. Sidewalk repairs
- 3. Wider sidewalks
- 4. Safety barriers between the sidewalk and street (landscaping, low walls, etc.)
- 5. Decorative sidewalk features (hanging flower baskets, planters)
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Notes or Other Observations